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"While committees and societies are busy themselves to find jobs for returned soldiers, there is one class of soldiers who do not need any help. They are actually being sought after," says A. C. Burch, sales manager of the Clyde Cars Company, Clyde, Ohio.

"The men who return from overseas to find jobs hunting for them are the army truck drivers. The wonderful experience they have had in driving over every conceivable kind of roads under the most trying conditions imaginable has made experts out of nearly every one of them.

"The absolute necessity of keeping the trucks going has been so thoroughly drilled into them that better care is given the trucks to accomplish this purpose.

"And the fact that the soldier drivers are not in the habit of allowing anything to stop them means that they can be relied on to keep a business concern's schedules right up to the minute."

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ARMY TOUR PROVES TRUCKS BUILT TO STAY

Two Trans-U. S. Tours Are Proving Value of Trucks For Rural Community Use

By WARREN B. BULLOCK.

(Formerly Captain, Motor Transportation Corps, U. S. A.)

The biggest rural truck demonstration in the history of the industry is now under way, to prove to the farmer, the practical value of the motor vehicle in the country. Simultaneously is the cross-continental trip of the army trucks, to try out a comprehensive method of securing cost figures for truck operation for long haul work.

Two great organizations, the United States Army, and the National Association of Motor Truck Sales Managers, are working at this great problem, from two widely different standpoints, and the preliminary figures already show that the two tours, each over nearly 3,000 miles of highway, will prove of untold value not so much to the truck salesman and manufacturer, as in the facts and figures for use of the truck operator and owner.

The army tour is a large scale demonstration and test of the work of motor trucks in America, and over American highways as they were used for hauling supplies to the

Prove Value of Truck.

The commercial tour, now well under way in its sixty-day demonstration through the central states, is receiving Government and State co-operation, owing to the importance of the figures which will be secured on truck operation, and the known value of the truck to the farmer as being proved by actual operation of the trucks.

The figures so far are only rough estimates, but they tend to show that with a big fleet of trucks as is participating in the tour, the results are far more readily standardized than has been possible by any previous experimenting. The most interesting feature, however, is that showing the manner in which the truck has already become a farm necessity. The use of the truck, the city man has supposed, was chiefly confined to the big city concerns, but the reverse is in a fair way to be shown. The fact that Iowa produces the most striking figures in this connection. The Sioux City, Sioux Falls region, is the most striking example. Last year he has sold more trucks in the region about these Iowa and Dakota cities, were 2,000 farmers alone. During the same period there were less than 5,000 trucks sold in the city of Chicago. By checking up the totals of truck sales to farmers in the Omaha district as well, it is found that the packing-house region, centering in Omaha, has sold more trucks to farmers than the city of Chicago, with its larger total population, purchased in the same time.

Ship Cattle on Trucks.

The story of how a Western farmer "beat the market" by shipping cattle on trucks, is duplicated with hogs on a huge scale throughout the Missouri River valley, where the truck is the chief transportation medium from the immediately adjacent territory to the packing houses at Kansas City, Omaha, and St. Joseph, Mo. It is even more true in the more congested eastern districts, and Indianapolis is an especially important example of a manner in which the truck is used to bring livestock to the slaughter. The great argument being offered for the motorization of the farmer is in the more intensive farming necessary under present living conditions. It takes one farmer today to raise the food for every three American families, and he needs five acres to support it. It takes several horses to do the hauling work of one properly equipped motor truck.

In the private motor truck efficiency this 3,000 mile tour of various types of trucks of different manufacturers, it is found that on the average the trucks are making three and one-fourth trips of twenty miles, to the horse drawn vehicle's one and one-fourth trips, while the truck is carrying about twice the load. This figure is roughing for the two types of vehicle.

The tour is interesting to farmers in that different trucks are equipped with bodies fitted for all requirements of the farmer. Bodies for grain, vegetables, garden produce, boxed fruit, live stock, and common freight are included, and the tour is being made at the rate of about fifty miles a day, with demonstration experiments en route.

TAKE FIELD SEARCHLIGHT ON 6,000-MILE MOBILITY TEST

The recently completed 6,000-mile journey of the three-ton searchlight equipment from Lynn, Mass., to Carlstrom Field, Fla., and return is a remarkable new record for motor transportation.

Mounted on a Cadillac chassis, the great searchlight was carried over every possible form of trail and roadway. Streams and swamps which seemed impassable were either forded or bridged. The over-all height of the unit, eleven feet, made the clearance a matter of inches only where low bridges were encountered.

The weight of car and equipment, 9,300 pounds, represented a ton and a half overload, which the Cadillac chassis was not designed to carry. No signs of weakness were developed in the chassis, and upon its return to Lynn, Mass., it was disassembled under the eyes of General Electric and Cadillac mechanical men and each part was carefully inspected.

The engine also was found in first-class condition at the end of the long trip. The searchlight itself was in working order throughout the journey, and after its arrival at Carlstrom Field it was immediately available for every military purpose. The searchlight was developed by the General Electric Company.

VEHICLE TUBE UNDER HUDSON IS AUTHORIZED

The governors of New Jersey and New York have signed the bills authorizing that work be started at once on a tube under the Hudson river to be restricted to foot and vehicle traffic. It is stated that working plans will be drawn up without delay.

It is estimated that the tube will cost \$12,000,000, and will take from three to five years to build, and that within twenty years the tolls charged vehicles using it will have paid for its construction.

WOMEN HELP BUILD ROADS AT LECOMPTON, KANSAS

Shortage of male labor at Lecompton, Kan., recently resulted in a feminine addition to the contingent. The unusual sight of women swinging pickaxes, wielding scythes and smoothing out ruts in the roadway was witnessed, and as a result Lecompton roads are all in good shape now.

TO WISEN BILL TO HELP FEDERAL AID

Farmers throughout the country are evincing a deep interest in the movement to establish a national system of public roads. They are asking their State highway officials and representatives in Congress for definite information concerning the national highway bill now pending in the United States Senate, and with a clear understanding of the national road project they are in general expressing their approval.

An impression is held in some sections that the continuation of Federal aid will be affected should the pending measure become a law, since it provides for construction and maintenance under exclusive Federal control on such highways as may become State links in the national system.

The fear has been expressed that such a step would result in a lessening of Federal co-operation on purely state and county roads.

Federal Aid Strengthened.

Senator Townsend, of Michigan, author of the bill and chairman of the Senate Committee on Postoffice and Post Roads, is keeping in close touch with highway problems, and is during this period when auxiliaries to railways and quicker methods of food product distribution are so urgently needed to check living costs.

The tendency of fear that the national highway project might in some way affect adversely the present system of Federal and State co-operation, has been expressed. The opinion with emphasis that the Federal aid plan will in no wise be weakened.

On the contrary, the Senator asserts that Federal aid will be strengthened since roads are what the people need, and a greater mileage of permanent highways will be constructed and put into use in much less time under the proposed national highway plan than is possible even at the rate roads are now being built.

Object of Bill.

"The object of the bill introduced by me," Senator Townsend states, "is to establish and maintain a national system of highways according to a national plan connecting the different States of the Union, and affording an example of proper highway construction, which will be beneficial to the States. The bill does not in any manner injuriously affect existing law; in fact, it provides that the committee created under it shall have charge of the Federal aid law, and shall make reports annually to the Congress as to what is being accomplished under existing law, and to make such recommendations for the future as the operation of the law and its results seem to be necessary."

"The two systems of road building are separate and distinct except that they are under control of the same Federal commission. The appropriations, however, cannot be mingled, and the results will be known and properly appraised by the people from time to time. If the present Federal aid law proves satisfactory, it will as a matter of course be continued and probably enlarged. If the proven results are unsatisfactory that law will be discontinued. And what I say of the Federal aid law will be true of the bill now pending before the Senate. The committee appointed under the law it may safely be presumed, will be high-grade men, representing different sections of the country, and their lifework will be to provide that the people have the best possible highway transportation facilities."

AUTOS CUT HIGH COST OF LIVING

"One combination which is showing real teamwork in slashing at the high cost of living is the automobile and the improved condition of highways," says H. Malbohm, president of the Malbohm Motors Company, Sandusky, Ohio.

"Year ago an automobile was purely a luxury, later it became a necessity, and it is a real economy. By means of it the city dweller is enabled to live outside of the high rent districts without sacrificing valuable business hours."

"Furthermore, he can now live where he can raise his own garden and laugh at soaring prices of food products. Recreation and clean, pure, health-giving fresh air are provided for himself and the whole family."

"The farmer who formerly had to plan his trips to town in order not to interrupt his scheduled work can now run into town on a minute's notice to get needed supplies or for a bit of recreation. Instead of being hours from town he is now but a few minutes. It is just as good as moving closer."

"In order that it be a real economy of course the motor car must be economically operated and heretofore owners have been forced to choose between economy and luxury in choosing a motor car."

"But in bringing out our present Malbohm Six we endeavored to meet this situation and have produced a six-cylinder car with all the luxury and driving satisfaction desired and yet with a low cost of operation. That we have solved the problem for innumerable owners is evidenced by the fact that our factory is swamped with orders."

NEED INCREASED FORCE IN MISSISSIPPI, SAYS KRAMER

Mississippi will lose the greater part of its Federal aid appropriation for road building if the coming session of the legislature does not provide for an increase in the forces of the State highway department, according to Xavier A. Kramer, State highway engineer.

The present force of the State highway department consists of the engineer, an assistant, and one clerk, while the amount of money which they are expected to expend runs into the hundreds of thousands of dollars.

THE WOMAN IN THE CAR

FADS AND FANCIES FOR THE FEMININE MOTORIST



During the summer months we leave the city as often as we can to escape its torrid heat, but it is when the first frosts of autumn dye the trees with crimson and russet and gold that the motor car becomes a vital factor in the enjoyment of the city dweller. With its long, attractive runs may be made out into the hills, where some unusual little inn or cozy camp offers real inducements for a week-end stay, and any hour of week-day afternoons is sure to find an amazing array of cars at the country club, their owners enjoying long tramps across the country or indulging in the active sports that cooler days make possible. So clothes tend, naturally, to that simplicity and practicality consistent with their use, and the motorist especially is concerned with the tailored suits and coats that make for comfort in the car and life in the open. There is more than a hint of winter fashions in the shops, where advance models of all sorts and descriptions are on display.

It would seem that simplicity of line, beauty of fabric and a certain sobriety in coloring are the essential characteristics of fall fashioning. The altitudes are quite unchanged, and the tailleur suit must depend for its individuality upon a clever waist coat or a touch of brocade in its trimming. All the fall fabrics have a tendency to softness and a pliability that lends itself to beauty and grace of line. To be sure, there is not a wide variety of woolens on the market at the present time, so designers are doing their best with what they have, and if the models so far shown are any criterion, they are doing very well.

Silverstone, wool jersey and velours are the popular materials, though not infrequently soft velvets are used, and make for the special distinction that women find so charming. However, if a long motor trip precedes the week-end outing, the simpler and less easily crushed materials are preferable. The fabric luxurious is velours de laine, frequently supplemented with satin or trimmed with fur, and it is without question a beautiful and acceptable foundation material.

By no means is it too early in the season to consider one's fur, for Fashion decrees a popularity for their loveliness beyond any former season, and their all-enveloping warmth is one way of conserving energy. The fur is to be worn, and their beauty, their warmth, and in the case of most skins, their excellent wearing qualities make them a valuable, one could almost say a necessary, addition to one's motor wardrobe. For a time, perhaps, the long cape-like scarf is sufficient protection, and may be worn with suit or coat as for street wear. Large they are, and roomy, and sure to keep out the cool breezes of such autumn evenings as are prophetic of the coming winter. But later there will be long car trips and voluminous coats, new and unusual combinations of furs, from the well-known and durable Hudson seal to the lovely, luxurious Russian sable, exceedingly rare these war-shaded days. And most satisfactory and effective of all the new fur things are the short coats that are being shown, for they

AGENTS INSTRUCTED TO AID GOOD ROADS MOVE

Instructions to lend every aid possible to the good road movement in their respective territories has been sent to all handlers of the Moon car in the United States by Stewart McDonald, president of the Moon Motor Car Company, of St. Louis. Particular stress has been laid by McDonald on this to dealers who are located along the route of the Army Motor Transport Train from Washington to San Francisco, which started July 7. It is expected to reach San Francisco by the middle of September. He has asked them to call attention to the coming of the caravan of Army trucks in their advertising. The tour is to pass through Pennsylvania, Ohio, Indiana, Illinois, Iowa, Nebraska, Wyoming, Utah and Nevada into California.

AUTO BLUE BOOK RAKES UP OLD U. S. HISTORY

The Automobile Blue Book rakes up some early American history. Mankato, Minn., in pioneer days was the domain of the Sioux Indians. In 1862, this tribe, according to the tour bible, became dissatisfied with the slow pace of the Government in paying their annuities. Taking advantage of the fact that the civil war had taken so many men from the country, the Sioux inaugurated one of the bloodiest massacres in the history of Indian warfare.

The Indians were ultimately overcomen by troops and 300 of them sentenced to death or imprisonment in Mankato. However, President Lincoln commuted the sentences of all but thirty-nine. One of these died and the other thirty-eight were hanged from one scaffold on the levee in Mankato. The spot is now marked by a monument.

AUTOMOBILE GIVES REST TO WEARY

"During these vacation days, when thousands of business men and women, worn out and tired by months of strenuous effort, are closing up their desks and seeking the lakes and the mountains and the forests for rest and recuperation, the automobile is more than proving its value as a real benefactor," declares A. G. Seiberling, vice president and general manager of the Haynes Automobile Company.

"There was a time, not many years ago either, when the yearly vacation was looked upon as a luxury, as an inconvenience to business, but now, since people have become more enlightened concerning their personal health—which means efficiency in business—and men of commerce are evincing a real interest in the health of their employees, the vacation is regarded as being almost as essential as food and sleep.

It is the time when the human storage batteries of energy are recharged for the long grind ahead, when tired brains and fatigued bodies receive a new supply of nerve fuel for the coming battles of business competition. Everyone recognizes the need of this annual rest, and so the vacation is now taken for granted.

"Today the automobile is being used as never before by vacationists in an endeavor to extract the fullest amount of health and happiness from the vacation period. Requests to automobile clubs and associations for maps and information by tourists have trebled this year. The roads leading to the great national parks and the mountains and the fisherman's paradise are alive with automobiles.

"There is no healthier way to spend a vacation than in an automobile tour. The benefit of the open air, the ever-changing scenery and the rest of travel are bound to react favorably on the tourist. The automobile can go every place a train can go, and many places where it cannot go. These are some of the reasons why the automobile is so popular with vacationists.

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1919 CHANDLER Coupe, equal to new; used only 4 months, 1918-17 Touring Cars, Speedsters and Sedans; large selection; at interesting prices.
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1918 HAYNES 4-pass. Sport Model; unequalled selection; very powerful; run only 4100 miles.
1918-17 Buicks, Touring Cars and Roadsters; 4- and 6-cyl. models; largest selections in the city.
1919 FAIR 4-pass. Sport Model; 1200 miles; excellent equipment; mechanically perfect; will sacrifice.
1918-17-16 HUDSON Super Six; touring Cars, Roadsters, Speedsters, Sedans and Coupes; every car fully equipped and ready for immediate service.
1918-17-16 CADILLAC 8-cyl. Touring Cars, Speedsters, Sedans and Coupes; largest variety in the city; tip-top condition; at exceptionally low prices.

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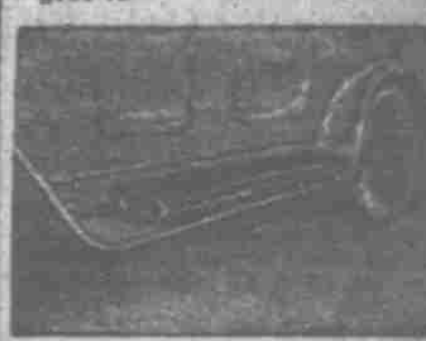
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1917 SEDILL 4-pass. Sport Model; equal to new; splendid equipment; wire wheels and tires.
1918-17 OLDSMOBILE Touring Cars and Roadsters; 4- and 6-cyl. models; passenger; six and eight cyl. models; low prices.
1918 LORCHER Roadster; special custom built body; very classy; splendid equipment. A snap.
1918-17 OVERLAND Touring Cars, Roadsters, Country Club Models & Sedans; 4- and 6-cyl. models; top condition; splendid equipment; low prices.
1917 NASHION Touring Cars and Coupes; 4- and 6-cyl. models; top condition; splendid equipment.
1917 MERCHER 4-pass. Touring; very powerful; shines on wear; splendidly equipped.
1918 NASH 6 Touring; used 8 months; equal to new; excellent equipment.
1918-17-16 F O B D S, Roadsters, Coupes, Sedans and Touring Cars; low prices.

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